

BICYCLE MOBILE HAMS OF AMERICA



Jul/Aug/Sep 1994

BMHA Joins Network

—Hartley Alley, NOAA, Editor

PRODUCT REVIEW

The Ten-Tec Scout

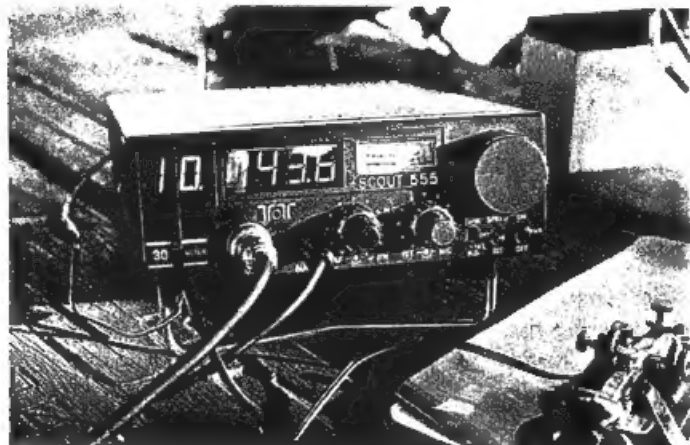
You may have noticed the many ads for the Ten Tec Scout in ham magazines and wondered how it would serve for hamming while bicycling. I was fortunate to get one last Christmas, and have been using it exclusively in my ham shack and for portable operation since.

Description

The Scout is a rig running up to 50 watts output on all bands between 160 and 10 meters, using interchangeable plug-in band modules. It weighs 5 lbs., 3 oz., is about the size of a hard-bound collegiate dictionary (2.5 x 7.25 x 9.75"), and runs both CW (code) and SSB (voice). There's a built-in speaker. The versatile meter on the front panel can indicate variously: signal strength, SWR, or output power (the last two switchable at the rear of the unit).

Controls other than the obvious include: variable bandwidth, SWR/power output switch, microphone level control, RIT, tune switch for adjusting SWR using reduced power, and a speed control when using an iambic keyer.

The plus features of this unit are the relatively low price (\$495), digital readout (large), frequency stability, choice between QRP or 50-watt operation, simpleness of use, attractiveness, resale value, Ten-Tec support, and the fact that you need only buy those frequency modules you need (\$25 each).



The Scout's large digital readout makes for easy operation, whether day or night.

The minus features, in my opinion: code break-in (QSK) could have a delay, high current requirements (10 amps on 50-watt transmit, 4.5 amps on 5-watt transmit, and 600 mA on receive), difficulty of changing output power (takes a small screwdriver to the bottom of the unit), and no play in tuning knob (that's because tuning is accomplished by movement of a slug in a coil).

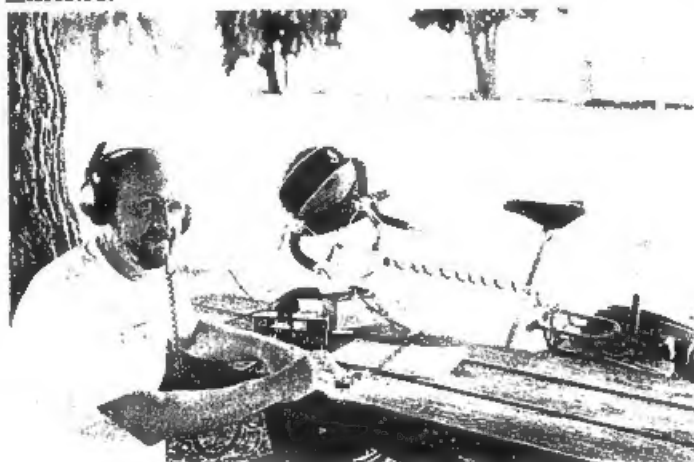
Power Considerations

Presently, when I operate the Scout in the shack, I use a deep-cycle RV-type battery (100+ amp hours). Now, I don't think I'll be taking that monster on bike tours! I plan to take my 7 amp-hour battery with me on my Pacific Crest Bicycle Trail tour from August 27 to September 4, running 5 watts with the

Scout. Even then, a 4.5 amp draw is excessive, especially when using solar power to recharge the battery.

To compare, the two transceivers I used on last year's tour (both Oak Hills kits) only used 1.5 amp or 700 mA on transmit and insignificant current draw on receive. But they didn't have digital readouts or SSB capability.

You should know that Ten Tec plans to introduce a QRP-only (5-watt max.) model of the Scout 555, called the Argo 556. The only difference will be that the Scout has an additional final amplifier. So, the logical question is: can the Scout be modified to switch the final amp off and on? This is what I intend to do, which would reduce the current draw at 5 watts to 2 amps. Ten Tec has supplied me with general recommendations for making the change. It's accomplished with a few compromises, but can be done. I'll supply the newsletter with full information if the modification works and people are interested.



Bil, KD6JUI, at campsite, cranks the Ten-Tec Scout into action by keying a CQ.

Comments

So far, I've used the Scout in my shack in both 5- and 50-watt modes, working QRP DX with it (Europe, South America, and Japan). There's no doubt it's fun and easy to use. I've taken it with me on business trips and broadcasted from motels and hotels, using the RV battery -- it's fun lugging that 45-lb monster up to a second-story room!

I'll certainly put the Scout to the test in this year's Pacific Crest Bicycle Trail tour. And I plan on taking it along on an auto vacation to Yellowstone Park this summer. As for using it while bicycling, it should do fine, considering its small size.

Hmmm -- maybe I'll rig it up sometime to operate while I'm commuting to work. Trouble is, HF communicating usually requires tuning around, while HT communicating is on standard repeater frequencies.

If you have any other questions about the Scout, feel free to write or call me directly.

—Bil Paul KD6JUI
337 Estrella Way
San Mateo, California 94403

[H] (415) 345-7021
[W] (415) 794-6231

CLUBS & EVENTS

The Denver MS 150-Miler

Last June the Muscular Dystrophy Association of Colorado held its annual 150-mile ride over a Saturday and Sunday. This ride with over 2,500 riders included people of all skill and equipment levels, all with the intent to raise money for this worthy cause. In Colorado the weather can be as varied as the terrain and the first day of the ride was sunny and hot while the next day was rainy and cold.

Day one covered a route from Castle Rock (30 miles south of Denver) east, to avoid the major N-S Interstate (I-25), and then west on C-470 to Golden and north to Boulder. This segment was close to 95 miles in the hot Colorado sun. Day two with its cool (and sometimes chilling) rain went from Boulder north thru the rural farm country to Fort Collins (another 55 miles).

To provide effective service to ride ham radio groups were called for their communications help. Operators were positioned with the mobile medical units (5), mobile repair/sag wagon units (5), and several operating bicycle mobile to spot trouble as it happened. I was one of the five operators that went cruising with the bicycle-mounted medical staff to link up with van-mobile medical staff. In this operation three repeaters were used to separate the kinds of traffic from one another. Generally, this worked well, except when the route went too close to the foothills, which shadowed the repeater signals.

My mountain bike has a Blackburn rear carrier, where I have a 5/8 wave Larsen mounted (yes, with a hole drilled thru the rack). My HT is an Icom 02AT with an extended battery pack. The HT rests on a double thickness of pink electronic packing foam and is secured to the rear carrier with two long cable ties. I use the Icom headset/mike combination under my helmet along with a PTT that attaches to my cycling shorts. This way communication is safe and easy with minimal distraction. My next addition is a frame made with PVC plumbing to support a 60mw solar panel above the HT that can re-charge the battery as I go.

During the course of the ride, rest and fuel stops were provided at 10-15 mile intervals. As far as excitement, I reported several mechanical failures and a case of heat exhaustion. Otherwise my portion of the ride was uneventful. Further along the course, there was a report of a cyclist who took a bad fall. With a ham-dispatched medical unit, help was on the scene in a matter of minutes.

Many riders that I passed or that passed me asked about my strange looking setup. In a brief exchange, I was able to tell them that HAM radio was helping to make their ride safer by providing communications when needed for those that might require them. What we need next is scaled-down versions of the ham radio auto license plates for our bicycles.

—Douglas Tabor, N6UA
66 Nightshade Dr
Boulder, CO 80302

GEAR

With Power to Spare

I got interested in bicycling a long time ago, and when I got into hamming (about three years ago) I found that these two activities were very compatible. I'm quite active, being a member of ARRL and several ham clubs, and enjoy the hobby very much. Using this bicycle mobile setup, I've worked several events with great success.

My bicycle is a Specialized Stumpjumper Comp. On a Blackburn rack, using a Larsen PO-K body mount kit, I've mounted a Diamond NR-770HA 2M/440 mobile antenna. My radio is a Kenwood TH77-A, which I place in an under-the-seat pouch. A Kenwood SMC-33 speaker/mike runs from the pouch and under my right arm, and clips on my shirt near the collar. For a power supply, I use a Quantum Ham Battery, bungied to the rack.

[The Ham Radio Outlet catalog supplies this additional info on the Quantum Ham Battery: It's a sealed lead type, 2.1 amp hour, that delivers 12 volts for a 5 watt output. It will power an HT 3 to 5 times longer than a nicad. It has two output sockets for powering two pieces of equipment at once. Comes with a charger, and has an LED "fuel gauge" that lets you know how much of the battery charge remains. Ham Radio Outlet stores sell it for about \$130. —Ed.]



John, KC6WHI, and his neat setup, complete with miniature ham plate.



I generally run the radio on five watts for simplex and a lower power setting for repeater work. This arrangement affords great coverage when I'm using simplex frequencies. I'm very happy with this setup.

—John W. Hays, KC6YHI
4344 Patero Way
Long Beach, CA 90815



ADVENTURE CYCLING

TRAVEL & ADVENTURE

Mountain Biking in the Adirondacks

Here in Northern Vermont I ride with a group that goes on weekend rides in the backwoods. Vermont has many excellent dirt roads for mountain biking, some of the class-4 roads being especially challenging because they do not get any regular maintenance. But, for real wilderness biking, we sometimes go to the Adirondack Park in nearby New York State. On one such ride, if we hadn't had 2-meter simplex we would have had to mount a rescue attempt, not to mention doing a lot of worrying. This is the story of that ride.

We started out on a weekend adventure trip on an immense network of horse trails in the central Adirondacks near Saranac Lake. The first day's goal was to explore a link trail connecting the Calkins Brook Horse trail with the Raquette River trail. This link trail of 3.4 miles and 600 ft. elevation gain seemed like a way to turn the 20-mile out and back into a loop, with the final part near some nice waterfalls. What we did not know at the time was that the link trail was deep mud for most of its way!



Walt, N1LXK, with his rig for rough riding.

After only a small portion of the link trail our bikes were already weighed down with a thick clay-like mud — and I was starting to wish for Saturday afternoon TV... Then, by the time we got to Raquette River, it was later than we expected and most of us were ready to go back to camp. However, several of the more fit in the group were interested in exploring further up Raquette River to see the bigger waterfalls. So, Jean, Jerry, and a few other real mud hogs headed up river, taking one of the 2-meter HT's so we could keep in touch. Carrying the other 2-meter radio, Priscilla and I headed back to camp with the rest of the "wimps", figuring that six hours of pedaling (and pushing) was enough.

After several hours, Jerry and the advanced group had not returned, so Cilla started to listen very carefully to the HT. Sure enough, over the crackling sounds of the unsquelched radio was Jerry's voice calling. She could make out something about a wheel being broken and that they would have to walk back. This seemed puzzling, because Jerry's repair kit was big enough to fix just about anything.

It took several hours for Jerry's group to walk back to camp with his broken wheel. Apparently his brake pads had worn his rear rim down enough to cause it to split into two pieces. Nothing in his repair kit prepared him for this. Without the radios, we would have been considerably more worried and would have gone out looking for them. (As you might guess, Adirondack Park now has a special emergency ham repeater — 145.11. Situated on top of Whiteface Mountain, the 5th highest peak in the area, this new repeater can cover emergencies over a very wide area of the park.)

My setup: To me, a 2 meter rig seems indispensable when I go riding alone, especially if I go off-road or if the weather seems likely to turn. Same is true if I'm hiking or anytime I go outside of the usual comfort network of telephones and convenience stores.

For real rag chewing, I have a higher power mount consisting of an Alinco HT powered by a 6-amp/hr gel cell. The antenna is a Comet dual-band mounted on the rear Blackburn rack and is less fussy than a quarter wave about seeing a ground plane. The battery sits in the rear rack pack and the HT in a handlebar bag. For comfortable conversation I use a headset, which is Velcro'ed to the helmet. The VOX on the headset is nice for slow speeds, but when the wind noise picks up, I mount the PTT button within thumb's reach on the handlebar.

For most repeaters, this 5-watt setup is just fine. However, for some repeaters in Vermont, you really need some extra power to get full quieting. So, I've considered adding a 30-watt amp to the rear bag, but I'm not comfortable with the idea of the extra exposure to VHF. I might do it when I figure out how to get about 10 watts. The other idea I've toyed with is an elevated or extended antenna to reduce exposure. However, these protrusions can catch on trees and branches in the woods. So, for now, this setup works very nicely.

P.S. If you're in Northern Vermont, let's go mountain biking.

—Walt Mlynko, N1LXK
13 Mill Pond Road
Colchester, VT 05446

Back Issues Still Available

You may purchase any of the fourteen back issues of the BMHA NewsLetter for \$1.75 each, postpaid. For info on the contents of the various issues send a business-size SASE to: BMHA, POB 4009, Boulder CO 80306, and ask for the Index of Back Issues. This service available to members only.

NEW MEMBERS

We're pleased to add these names to our Membership List:

Wm. D. Andy Anderson, N6KAS, 1630 Oak St, Santa Monica CA 90405
 Richard H. Arland, K7YHA, 25 Amherst Av, Wilkes-Barre PA 18702
 Tricia Arland,
 Tony Ausciello, KA2LEB, 6 Elizabeth St, Jersey City NJ 07306
 Ronald W. Curtis, W8LZW, 1915 Wilens Dr, Beavercreek OH 45932
 Wayne Day, KF5ZC, 1779 Continental Dr, Blue Mound TX 76131
 Curt Gamble, K8IBQ, 7421 N Mingo Lane, Cincinnati OH 45243
 Duane Gaul, KF2JC, 3499 Rt. 31, Spencerport NY 14559
 Kermit Grenz, WA0SWD, 13515 Hidden Creek Dr, Andover MN 55304
 William E Hall, KB4BOL, 4710 Autumn Leaf Ln, Charlotte NC 28277

Mike Hertel, KA0MTV, 1957 7th Av, Mankato MN 56001
 Mark V. Hillman, N7TDZ, 12718 4th NW, Seattle WA 98177
 Jay P. Jenkins, AA9KH, c/o 3657 East 112th St, Chicago IL 60617
 Bob Klaus, N0YWB, 724 12th NE, POB 871, Owatonna MN 55060
 Debra Luteyn, 12108 Cornuta Av, Downey CA 90242
 Donna Luteyn, KC6OKR,
 Marge May, WD9JGA, 52210 Lilac Rd, South Bend IN 46628
 Richard May, WB9KSO,
 Elena Maya-Scott, KB4IYM, 6220 Colchester Pl, Charlotte NC 28210
 Joe Novak, W8TV, 201 So. Spruce St, Traverse City MI 49684

Eugene Nowlan, N2TPT, 385 Watauga Av, Corning NY 14830
 Harry N. Rea, KB7ZPM, 2927 NE 21st Av, Portland OR 97212
 Art Reitsch, W7RVQ, 910 Summit Dr, Cheney WA 99004
 Craig Seaman, N0YHP, 2925 Otis Ct, Wheat Ridge CO 80214
 Eugene Skopal, AA9K?, 297 Cumberland Ct, Ournee, IL 60031
 Gloria Zenger Steber, KA9PSJ, 9957 N River Rd, Mequon WI 53092
 Dawn Supernaw, N6HZI, 420 N Mill St, Apt 82, Tehachapi CA 93561
 Alan D Tompkins, POB 928, Williston VT 05495
 Brian Vanderheyden, 3656 Wyoming St, St. Louis MO 63116
 Roger L Wicks, WB8ZEX, 9745 S Third St, Woodstock OH 43084

Mark Williams, WB5KKE, POB 781204, San Antonio TX 78278
 Charles Zeller, KA0WQQ, 1501 N Courtney Rd, Independence MO 64050
 Larry N. Zimmerman, KB0MBQ, 2434 SE Maryland, Topeka KS 66605
 Lealie Zwiebel, WB6ORZ, 208 Stanford Av, Menlo Park CA 94025

With traditional ham friendliness, make contact with these new members, welcome them to BMHA, and help them with any problems they might have.

More Ink

See *CQ* magazine, May 1994, page 106. An excellent, fact-filled piece about Elroy Shelley, WB9GIE, and his latest ham-bike HF setup. Pictures of the bike he rides on his daily 30-mile trip between two jobs. At the end, a nice plug for BMHA. (Our thanks to *CQ* writer Dave Ingram, K4TWJ.)

In addition to the above, the 'big three' in ham mags -- *QST*, *CQ* and *Worldradio* -- all carried items on the Dayton Forum and our Roundup at the Great Western Bicycle Rally.

Boulder, Colorado is a BICYCLE city! The Boulder Nissan dealer runs this advertisement in the local papers:
FREE RIDE! We'll loan you a mountain bike while we work on your car.

BMHA NEWSLETTER

EDITOR: Hartley Alley, NA0A
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We welcome articles, suggestions, letters, announcements, photos, artwork — anything pertaining to bicycling while operating an amateur radio, or vice versa.

Submitted material will be edited for clarity and, if necessary, shortened to fit space constraints. Material should be submitted before Mar 1, June 1, Sept 1, or Dec 1 for inclusion in the ensuing issue.

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 BICYCLE MOBILE HAMS OF AMERICA (BMHA)
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ABOUT BMHA

For the information of our first-time readers

Bicycle Mobile Hams of America got its start when a "Stray" in the June '89 *QST* magazine asked to "get in touch with hams who operate their radios while bicycle-mobile, or while in any other human-powered conveyance", signed by Hartley Alley, NA0A. Twenty five hams responded, filled out questionnaires, and received a summary of the collected data.

In April of '90 we had our first BMHA Forum at the Dayton HamVention. We played to a packed house, overflowed the room, and added 54 names to our mailing list. Our four subsequent forums have drawn increasingly larger audiences, and now BMHA is established as a "regular" at this world-renowned event.

This is the sixteenth issue of our quarterly newsletter, which has become the clearing house for the exchange of info and ideas for the hams who go on the air from their bicycles. Since the last issue of this newsletter we have added 34 new members. The total membership now stands at 352, with members in 40 states, and six countries.

BMHA membership puts you in touch with a friendly and helpful group of bike-riding hams. You'll make contacts through our membership directory, packet address list, bi-weekly net on 20 meters, annual meeting and Forum at the Dayton HamVention, and of course through the BMHA Newsletter, which has articles on bike trips, antennas, other gear, operating tips, etc. Membership application blank on the next to last page.

COMMUTING

VE's Daily Route Perfect

I commute to and from work (I'm a dentist) from what I call "last to first snowfall" — an-April-to-December season, on average. Unlike Mike Kelly, VE3FFZ, [see page 6, *BMHA Newsletter*, Jan. '94] I call it quits when the ice and snow turn me into an asphalt inspector. However, I'm just short of doing what I call the "Thermal Century": I've braved zero F. weather and sweltered through 98 deg. I'm 51, have two young kids, and keep fit during the non-biking months by skating and cross-country skiing.

Cycling in Ottawa is very pleasant. We have close to 160 km of bike paths, paved for the most part. They cover the city, passing some excellent Victorian architecture and running through parkland and wooded areas, which means scenic as well as safe biking. Although the Ottawa region has some one million people, it is still possible to be out on a country bike ride 20 minutes or less from your doorstep.

I ride 21 km on my daily commute. My ride home (13 km) is a bit longer than my ride to work — at the end of the day I prefer the relaxation of the longer ride.



VE3BUP parked in front of House of Parliament.

My route takes me through a 500-acre Department of Agriculture experimental farm, once on Ottawa's outskirts, but now very close to the geographic center. After leaving the farm I cross the Rideau Canal, which was built by the British Royal Corps of Engineers to be a part of the defence of Canada in the War of 1812. The Yankee invaders never came, but the canal still serves as a water way for pleasure craft travelling the 200 km from the St. Lawrence Seaway to the Ottawa river.

I then ride along the canal past the campuses of Ottawa U. and Carlton U. After passing Hogs Back Falls — 10 metres high — I pedal along the Rideau River. In the spring some twenty white swans are released into the river to do whatever swans do over the summer. They started out as six swans, a gift from the Queen, but something to do with the birds and the bees.... but I digress! In the fall all the swans are recaptured and spend the cold winter in relative splendour. The last leg of my commute is on a reasonably wide street home. All in all, I find the ride invigorating and an excellent way to keep fit.

Most mornings on the way to work I join an informal 2-meter net which specializes in chit-chat. When I started on the bike four summers ago, Mike Kelly VE3FFK (the original "Mike on the Bike") and I were the only bike mobiles, but on some mornings this past summer we have had as many as seven. I figure there must be twelve B/M'ers in town now, and from what I hear the numbers will grow next year.

My bike is a Trek 950, with mud guards and package racks fore and aft. For those dark winter evenings, I have twin 5-watt halogen lights powered by a gel cell (see below). I have LED flashing rear lights and many strips of 3M reflective tape. I always wear a helmet, to which I have fastened a handlebar mirror. The bike is just short of looking like I have a few spokes loose, but it's fun.

My ICOM 02AT sits in a homebrewed metal box on the handlebars, with rubber padding to absorb the bumps. I'm using a rubber ducky but I have plans for a J-Pole for next year. The battery is a 12-volt 6-amp/hour gel cell, sitting in a plastic "trunk" on the rear package rack. The ICOM is controlled by a PTT button near the brake for hands-free operation.

I used to have a VOX-operated setup, but between heavy breathing and discussing motorists' driving habits in ex-ah...animated tones, I decided the PTT was a better route to follow. I have one ear piece which is placed in front of the ear, so as not to impede my hearing of traffic. The microphone boom matches the colour of my moustache — on one occasion an acquaintance told me she saw me riding along talking to myself!

---Mike Pilon, VE3BUP
596 Pleasant Park
Ottawa, Ontario
Canada K1H 5N1

COMMENTS

....Tricia, my bride of 14 years, and I used to bicycle all over the UK when I was stationed in England. It seems that the Blokes are a little more understanding about people on bicycles than drivers in the states. But, alas, we returned stateside, retired from the AF and got fat! Now, thanks to the May '94 CQ article and your newsletter, we have both purchased mountain bikes and are starting out slowly to rediscover the fun of bicycling.

Although Tricia is not a ham, I hope that BMHA and

the new bike will provide the necessary "shove" to get her to at least the Tech Plus level. (She learned the code before we were married and we used it to communicate when we didn't want the kids to know what we were discussing!)

—Richard Arland, K7YHA, Wilkes-Barre, PA

....I commute to work by bike and communicate on 2m. I have a 3/8 wave whip on the rear rack, a PTT switch on the handlebars, and I've built a lightweight mike on my sunglasses.

—David Smoler, Saratoga, CA

.....Maybe BMHA should consider putting the membership roster on disc and offering that, for a fee, to the members. It would be very handy for looking up various members.

—Monte Midkiff, N7TAU, Seattle, WA

[Good idea, Monte. If you (or any other member) would like to take over the project of making and distributing these discs, please contact me. —Editor]

....I'm the Operations Director for CAM — Cycle Across Maryland. We use amateur radio operators as the primary communications spine for the event. An important group of these operators are bicycle mounted. We call them the CAM Hams. As a consequence of seeing how effectively they work and how much fun they had, I took my no-code tech test this winter and am now addicted to amateur radio!

—Dan Schaller, N3RHW, Baltimore, MD

....I've been a ham for 4 years and a biker for 10 years and combining the two hobbies has been a lot of fun for me. I call my HT my electric sag!

—Lucy Goodkin, N2JMG, Cape May, NJ

....am anxious to join BMHA with the idea of sharing experiences and learning the fine points from those who are more active. I have built HF QRP gear and will eventually integrate it with cycling. In addition I have a pocket packet station using micro-miniature gear that gives me truly portable packet operation.

—Robert Alterbaum, WF2C, Ft Lauderdale, FL

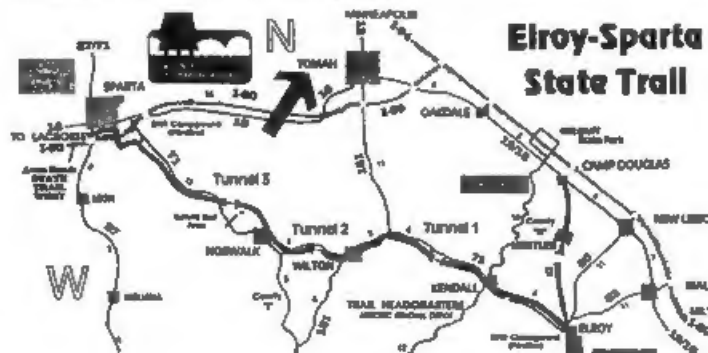
LETTERS

Good Man to Know in Wisconsin

Dear Hartley,

As a new member of BMHA I'd like to tell my fellow members a bit about biking in my area. Enclosed is material on bike-touring in Wisconsin, including cycling maps for the entire state, in addition to information on the famous Sparta-Elroy Bike Trail. (BMHA'ers can get this material by phoning these numbers: 1-800-368-3601, 1-800-354-BIKE, 1-800-372-2737 (WI and nearby), 1-800-432-TRIP (national). Or write to Wisconsin Tourism, POB 7970, 123 W. Washington, Madison WI 53707 and ask for bicycle touring information. —ed.)

Whenever possible, I monitor the Tomah repeater — 145.390. During my work hours, I monitor from my office at the Wisconsin State Patrol, District 5 Headquarters, where I am an Administrative Supervisor. I have had the pleasure of conversation with several tour groups, especially those cycling the nearby Sparta-Elroy Bike Trail.



The Tomah repeater has an autopatch with direct access to the STATE PATROL (911). Emergency help is always available. To end the call, push # and it will disconnect.

If notified in advance of a group of cyclist passing through the area, I can monitor the repeater and provide any needed help, or I might be able to meet them for an eyeball QSO. If I can be of further assistance, please let me know.

Sincerely,

—Marshall J. Kiel, KF9SU

POB 344

Tomah WI 54660 work (608) 372-5998

Membership Application

MemAPPL3.mps 5 15 93 /100 Jdmc lpo trawmrm lpoa hape trawre JO's frost twella Jenv
BICYCLE MOBILE HAMS OF AMERICA date _____
Box 4009, Boulder, CO 80306

Individual \$10 _____ new member? _____ renewal? _____
(US or Canada)

Family \$15 _____ Foreign \$15 _____ Donation \$ _____
(limit: two persons)

Make check payable to BMHA, in US dollars or international money order.

Name _____ Call _____

Address _____ License Class _____

City _____ State _____ Zip _____

Age _____ Most miles bicycled in one day _____

BMHA's Official Logo

The next time you need to order new QSL cards, don't forget to include the BMHA logo in your design. Here's the official logo, as designed by Russ Dwarshuis, KB8U.

BICYCLE MOBILE



HAMS OF AMERICA

BICYCLE MOBILE



HAMS OF AMERICA

'94 FORUM REPORT

Dayton Pelts, Pours on Hams

Did it ever pour at Dayton this year! Rain, that is. This was my ninth year at Dayton HamVention and it's never been wetter. There was as much rain as people. However, the rain didn't dampen the attendance at the 5th annual BMHA Forum. We had an excellent turnout of nearly a hundred.

As you BMHA members noted in your last newsletter, we scheduled a "pre-forum" this year at Dayton from 8:30 to 9:30. During this first informal hour we BMHA members had a good eyeball and then watched John Liebenrood, K7RO, who came all the way from Portland OR, demonstrate his project of building a 20-watt SSB bicycle rig. For a big finish John showed us some great video of cycling in Oregon.

The official Forum ran from 9:30 to 11, during which time we had three excellent speakers, each one of which could have easily held your interest for the entire time. If only we had more time!

Chris Charron, WB0RSW, showed some exciting video about RAGBRAI; Jim Kortge, NU8N, narrated his video of biking on Michigan's east shoreline; and Elroy Shelley, WB9GIE, related some surprises he has encountered during his many years of HF bike-mobiling.

If you missed it this year, you missed another great time for all. Start making plans to meet at Dayton next year and join other BMHA'ers at our 6th Forum.

We hope to arrange again next year for the one-hour pre-forum. It proved to be an excellent opportunity for us BMHA'ers to meet and exchange ideas face to face.

Keep on those pedals and have a great summer and fall cycling and mobiling.

—BMHA Forum Co-Moderators:

Mike Nickolaus, NF0N, Bob Pulhuj, KE8ZJ

BMHA NEWSLETTER

MAILING 1994

Bicycle Mobile Hams of America
PO Box 4009
Boulder, CO 80306

Address Correction Requested

First Class Mail

BMHA in the News

Perhaps you noticed that we now have a member from Holland, Ernst-Jan Eijlers, PA3FXS. And maybe you're wondering how he found out about BMHA. Here's how: The BeNeLux (Belgium-Netherlands-Luxembourg) QRP Club Newsletter ran an article titled *QRP OP DE FIETS* (QRP on the Bicycle) which features the bike-mobile exploits of members Elroy Shelley WB9GIE and Ned Mountain WC4X. The final paragraph tells about BMHA and how to send for *informatie en een exemplaar van het BMHA blad*. Thanks, Ernst-Jan, for sending the clip, and for becoming our fourth European member.

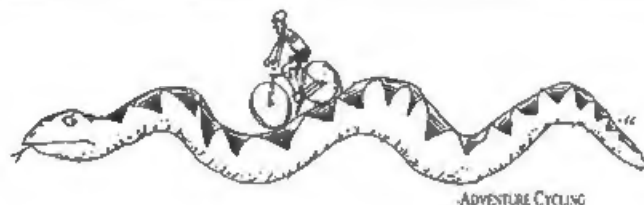
(If you readers, as I, like to puzzle over foreign words and you'd like to see this piece in it's original Dutch, just send me an SASE marked "Benelux". For the first complete translation maybe we'll award a prize — something inexpensive but necessary, perhaps *een binnenband voor de fiets*.)

—Ed.

FOR SALE

Mizuho MX-18s 17-meter SSB/CW handheld transceiver, including whip antenna. NEW! Perfect for bike-mobile operation. \$280 shipped.
Hartley, NAOA, (303) 494-6559 evenings/weekends.

Do you have bicycle-mobile-related radio equipment for sale? Send in a description and we'll run it. Limit of 20 words, plus your name, address, phone. For members only.



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